

I. Amendments to the Specification

Please replace paragraph [0008] with the following amended paragraph:

[0008] Alternatively, the gas inlet throat is sharply bent or cranked and extends from a point between the ends of one side edge of the inflatable region, one part of the throat being substantially parallel with one side edge.

Please replace paragraph [0047] with the following amended paragraph:

[0047] As a result of the re-positioning of the gas inlet throat 20, with its axis aligned with that of the gas flow passage 28, a wrinkled region or gusset 38 of excess fabric is formed along the lower edge 23 of the gas inlet throat where it joins the rectangular main inflatable region 4 of the air-bag. "Gussett" as used in this specification and the claims means a wrinkled region of excess fabric formed along a lower region of the gas inlet throat where it joins the rectangular main inflatable region of the airbag, thus permitting this region to expand upon inflation to cause an obliquely angled gas inlet throat.

Please replace paragraph [0048] with the following amended paragraph:

[0048] The air-bag may be attached to a gas generator 40 which in turn may be connected to a collision and roll-over sensor 42, as shown in Figure 4. The air-bag may be folded in a concertina manner with folds parallel to the axis defined by the gas flow passage. The folded air-bag is encased within a sleeve [[44]] or a housing 44. A plurality of mounting tabs 14 extend through and protrude from

apertures 46 formed in the upper side edge of the sleeve or housing, and the straps 34, 36 extend from the air-bag and protrude through the ends of the sleeve ~~[[44]]~~ or housing 44.

Please replace paragraph [0054] with the following amended paragraph:

[0054] Furthermore, a buffer zone is provided by the gusset 38 which acts to absorb the force applied by gas on inflation of the air-bag and minimise minimize the risk of tearing.

Please replace paragraph [0058] with the following amended paragraph:

[0058] A gas inlet throat 58 is provided which extends from the upper edge 51 of the air-bag 50. The throat is a cranked, i.e. sharply bent, throat of generally "L" form having two arms 59, 60. The arm 60 defines an axis 61 and, in an initial condition of the air-bag, the arm ~~[[61]]~~ 60 is inclined by an angle relative to the upper edge 51 of the air-bag and thus relative to the axis of the gas flow passage 53. As can be seen in region B, the warp and weft yarns of the fabric are parallel and orthogonal to the upper edge and the axis of the gas flow passage 53. The angle made by the axis 61 of the arm 60 of the throat 58 is in the region of 10 to 30 degrees, the most preferred angle being 20 degrees. As can be seen at regions C, the axis 61 makes the same angle with regard to the warp and weft yarns.